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(Philadelphia, Pa.)

The American merchant
marine

[Philadelphia]

1900

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American Merchant Marine

COMPARED WITH THAT
OF OTHER COUNTRIES.



PREPARED BY THE

Philadelphia Commercial Museum.

March, 1900.

THE PHILADELPHIA COMMERCIAL MUSEUM,
233 South Fourth Street.

THE
American Merchant Marine
COMPARED WITH THAT
OF OTHER COUNTRIES.

THE following tables have been collected from various sources, and are presented with a view of giving in compact form facts and figures relating to the shipping of the world.

The shipping question is not a new one, but existed at the time of the adoption of the Constitution. Immediately after the institution of our Government, methods for encouraging active commerce in our own vessels became subjects of legislation. The following memorial from the city of Baltimore to the first Congress is of interest in this connection:

"Among the advantages looked for from the National Government is the increase of shipping and maritime strength of the United States of America, by laws similar in their nature and operation to the British navigation acts, or laws differing only from these where a difference in the circumstances in the two countries may render any deviation necessary. Your petitioners, on whichever side they may turn their eyes, see reason to believe that the United States may soon become as powerful in shipping as any nation in the world. . . . Permit us to add that, for want of national protection and encouragement, our shipping, that great source of strength and riches, has fallen into decay and involved thousands in the utmost distress."

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Sixty-one days after this petition, Congress responded by passing a measure for ship protection; the law then enacted provided for lower rates of duties on all goods imported in American vessels. Sixteen days after the passage of this act, another act was passed giving further protection to our marine by discriminating tonnage dues. The rate imposed on vessels built and owned in America was six cents per ton; American-built, foreign-owned vessels, thirty cents per ton; and foreign-built, foreign-owned vessels, fifty cents per ton. American built and owned vessels engaged in fishing or coasting were to pay duties only once each year; while every vessel employed in coastwise trade, unless it was American built and owned, was obliged to pay fifty cents on each arrival. The growth of American shipping from 1789 to 1805 was without parallel in the history of the commercial world. During the period included in these dates, American tonnage increased from 123,893 tons in 1789 to 744,224 tons in 1805, and from 17.5 per cent. to 93 per cent. in imports carried and from 30 per cent. to 89 per cent. in exports carried, and a commerce per capita exceeding that at any other time during our history.

THE EMBARGO ACT.

In 1808 the Embargo Act, together with the harassing of American commerce by the French, caused our foreign trade to fall off 66 per cent. Napoleon, after the passage of the Embargo Act, did not hesitate to seize an American vessel whenever it was seen, even claiming that he was doing the United States a favor by assisting in the enforcement of her laws. The period from 1811 to 1815 was a period of retrogression caused by the war with Great Britain, and the proportion of foreign trade in American vessels fell from 90 per cent. to 77 per cent. in imports, and from 86 per cent. to 71 per cent. in exports. The first act toward the removal of the protection from American shipping was passed in 1815,

when Congress passed the Reciprocity Act with Great Britain, allowing British ships the same privileges as American ships had enjoyed. This was followed, two years later, by removing the discriminating duties on goods from German ports. This protection was removed from time to time by treaties with the various countries, until in 1828 the last treaty was made and discriminating duties ceased to exist. Our supremacy on the sea was still noticeable and excited the jealousy of England, and in 1827 these notable words were uttered by the *London Times*:

"It is not our habit to sound the tocsin on light occasions, but we conceive it to be impossible to view the existing state of things in this country without more than apprehension. Twelve years of peace, and what is the situation of Great Britain? The shipping interest, the cradle of our navy, is half ruined—our commercial monopoly exists no longer. We have closed the West India Islands against America from feelings of commercial rivalry. Its active seamen have already engrossed an important branch of our trade to the East Indies. Her starred flag is now conspicuous on every sea, and will soon defy our thunder."

The proportion of trade carried in American ships in 1825 has never since been equaled, and perhaps never before exceeded. London had long been the center of international exchange. The marine insurance written at Lloyd's exceeded that of all other marts of trade. The British, finding themselves under new rules, soon devised plans for discriminating against foreign ships and affording protection to their own. Club and society rules took the place of parliamentary act. The reorganization of Lloyd's in 1834 provided this means of protection by underrating the quality of foreign ships and overcharging for insurance on their cargoes. Thus it was sought to induce merchants of other nations to show preference to English vessels.

The United States is to-day without an organization similar to Lloyd's; her merchants and shipowners have never combined against foreign nations.

In 1838 the first British steamer crossed the ocean to our ports. The policy of subsidizing was begun by Great Britain the following year, when the first contract for three steamers, at an annual compensation of \$267,300, was made with Mr. Samuel Cunard. This was soon increased to \$393,660 for four steamships, or nearly \$100,000 a steamer. Mail service was not the chief object of these subsidies—the real object was undoubtedly the control of ocean trade. Soon after the subsidizing of the Cunard Line by the British, the United States Government granted a subsidy to the Great Western Steamship Company, or "Collins Line." Thereupon Cunard enlarged his steamers, and in 1852 the subsidy was raised to \$850,000. In 1858 the United States Government removed the subsidy from the Collins Line, which later went out of business.

ERA OF IRON STEAMERS.

From 1815 to 1851 sea-going trade was carried on in wooden ships. While this was the case, we did not lose; owing to the abundance of timber, wooden ships could be built cheaper in the United States than in Great Britain. In 1851, however, England began to build iron steamers for ocean commerce, and in 1855 we began to feel the deficiency in our iron works and to fall behind. From 1860 to the present date there has been a steady decline in American tonnage, until, in 1899, our tonnage, which in 1860 led the world, amounted to less than half of what it did in 1860, and instead of being over 32 per cent. of the total tonnage of the world, is now less than 9 per cent. The policy of the British Government toward its shipping has always been a liberal one, and not only contributes to the existing merchant marine, but encourages its growth. Though the carrying of

mails has always been made a condition of subsidy, the amount has been graduated by the judgment of the Admiralty as to the probable deficit in the earnings of the company, and not by the value of mail service rendered. From 1848 to 1854 she paid to bring her tonnage up to 304,559 tons a total of \$23,390,020, a subsidy equal to \$93 per ton, which is more than such a fleet would sell for. From 1854 to 1860, England's tonnage increased to 452,352 tons, at a cost to the Government in subsidies of \$36,308,632. In 1854 the American Congress refused to aid American shipping, and England began to diminish her subsidies. In 1870, in consequence of the American Congress having for the first time granted a subsidy to the Pacific Mail, England for the first time raised her subsidies to a higher figure than they had been since 1854. Thus Great Britain has increased her merchant marine from 4,660,000 tons in 1860 to 12,926,924 tons in 1899, while the United States has reduced her tonnage from 5,350,000 tons in 1860 to 2,465,387 tons in 1899; during which time Great Britain paid in subsidies for her shipping \$5,851,525, and the United States \$998,211. United States merchants pay to foreign ships for freight and insurance over \$200,000,000.

American capital owns and operates a greater steam tonnage under foreign flags than the American-built steam tonnage exclusively engaged in foreign trade.

Our average annual shipbuilding for the last ten years has been only 21,000 gross tons, compared with the British average of 968,000 gross tons. Our greatest annual production of ships was during the fiscal year ending June 30, 1899, when it amounted to 43,871 gross tons. Sea-going steamships are all at the present time constructed of steel.

The facilities of American shipyards to turn out vessels in competition with the world have been thoroughly tested in the past few years, and the result has been seen in the building not alone of splendid merchant vessels but of warships,

both on the Atlantic and the Pacific, which have set the standard for the world.

The following table shows the annual product of steam tonnage built by the various countries for the past ten years. The figures for the United States show the ocean steam tonnage.

YEAR	United States.	Great Britain.	Germany.	France.	All Nations.
	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.
1898	16,382	1,301,325	130,667	32,632	1,671,476
1897	12,989	887,998	151,236	16,175	1,176,773
1896	21,571	1,082,472	77,962	10,733	1,345,417
1895	15,620	919,308	76,516	14,683	1,114,019
1894	13,004	873,757	115,350	11,364	1,072,662
1893	21,983	729,911	46,456	14,766	883,867
1892	15,508	809,740	35,463	20,225	942,063
1891	40,255	941,031	52,265	8,044	1,095,450
1890	38,083	1,076,226	87,382	27,666	1,328,541
1889	17,952	1,061,067	80,614	41,342	1,260,802
Total	213,347	9,682,829	853,911	197,630	11,891,070

WORLD'S MERCHANT MARINE.
AS RECORDED IN LLOYD'S REGISTER FOR 1899-1900.
VESSELS OVER 100 TONS.

FLAG.	STEAM.		SAIL.	
	No.	Net Tons.	No.	Net Tons.
English	6,920	6,819,148	2,053	1,840,683
German	1,133	1,216,521	543	506,602
American	821	875,862	2,189	1,229,079
French	639	516,016	543	244,856
Norwegian	779	451,449	1,749	956,818
Spanish	438	345,661	263	71,045
Swedish	642	338,292	766	225,419
Japanese	477	292,859	364	59,677
Italian	282	280,611	388	430,286
Dutch	263	265,063	118	66,356
Russian	456	245,751	762	250,542
Danish	360	236,705	436	108,619
Austrian	203	213,215	74	35,729
Belgian	111	104,727	2	420
Greek	131	97,948	273	78,045
Brazilian	228	99,956	119	32,905
Turkish	143	60,490	170	48,810
Chinese	48	40,966	1	573
Argentine	95	38,121	103	29,393
Portuguese	46	37,078	131	44,487
Chilean	47	31,804	90	55,838
Hawaiian	21	10,741	17	20,635
Roumanian	17	9,730	3	656
Peruvian	3	3,264	34	9,817

This table includes all countries with a total net tonnage of the classes specified above ten thousand. Most of the remaining countries fall below five thousand net tons for their entire merchant fleet.

TONNAGE OF MARITIME COUNTRIES, 1860-1899.

COUNTRIES.	1860.		*1899.	
	Tonnage.	Per ct.	Tonnage.	Per ct.
United States	5,354,000	32.2	2,465,387	8.9
United Kingdom	4,660,000	27.4	12,926,924	46.7
British Colonies	1,053,000	6.3	1,061,584	3.8
France	1,010,000	6.1	1,242,091	4.4
Scandinavia	970,000	5.8	2,300,221	8.3
Germany	700,000	4.2	2,453,334	8.8
Italy	550,000	3.3	875,851	3.1
Spain	470,000	2.8	608,885	2.1
Russia	400,000	2.4	643,527	2.3
Netherlands	300,000	1.8	455,609	1.6
Austria	250,000	1.4	380,414	1.3
Greece	200,000	1.2	233,643	.8
Turkey	180,000	1.1	146,553	.5
Various	507,000	2.4	1,879,595	6.7
Total	16,604,000		27,673,528	

* As recorded in Lloyd's Register for 1899-1900, vessels over 100 tons.

COMPARATIVE GROWTH OF THE TONNAGE OF THE MERCHANT NAVIES OF THE UNITED STATES AND OF THE
PRINCIPAL MARITIME COUNTRIES OF EUROPE FROM 1860 TO 1898.

COUNTRIES.	1860.	1870.	1880.	1890.	1894.	1895.	1896.	1897.	1898.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
American	5,353,868	4,246,507	4,068,034	4,424,497	4,684,029	4,635,960	4,703,990	4,769,020	4,749,738
British	5,710,968	7,149,134	8,447,171	11,597,106	13,192,566	13,424,146	13,563,597	13,641,116	13,998,508
French	996,124	1,072,048	919,298	1,045,102	1,128,369	1,154,783	1,148,970	1,248,739	1,242,091
Norwegian	558,927	1,022,515	1,518,655	1,584,355	1,703,920	1,713,611	1,705,722	1,679,882	1,694,230
Swedish	346,862	542,642	475,964	505,669	515,010	552,888	560,841	605,991	605,991
Danish	179,646	249,466	280,065	362,358	366,585	388,540	431,153	511,958	511,958
German	982,355	1,182,097	1,569,311	1,841,014	1,865,490	1,930,460	2,006,950	2,453,334	2,453,334
Dutch	433,922	389,614	328,281	378,784	467,872	469,695	497,451	465,736	455,609
Belgian	33,111	39,149	75,666	110,571	—	116,331	132,464	134,891	151,842
Italian	—	1,012,164	999,196	836,567	835,274	838,101	821,953	822,876	975,851
Austro-Hungarian	329,377	290,971	269,648	302,656	306,119	295,805	324,832	380,414	380,414
Greek	263,075	404,063	—	307,640	373,523	381,180	385,935	397,896	233,643

IMPORTS, EXPORTS, TONNAGE AND SUBSIDIES OF THE PRINCIPAL COUNTRIES, 1887-1897.

COUNTRIES.	1887.			1897.			Subsidies.	
	Exports.	Imports.	Tonnage.	Exports.	Imports.	Tonnage.	Total.	For Asiatic Travel.
							Dollars.	Dollars.
United Kingdom	1,405,315,000	1,811,140,000	56,170,447	1,470,870,000	2,255,145,000	73,944,427	4,145,710	1,250,000
France	847,640,000	988,540,000	22,523,131	960,620,000	1,027,500,000	25,273,273	5,141,625	1,217,007
Germany	1,156,175,000	1,150,500,000	14,470,484	988,925,000	1,247,875,000	20,311,665	1,343,750	480,000
Italy	210,735,000	330,800,000	10,069,524	241,025,000	260,995,000	13,560,707	1,327,218	277,555
Holland	413,125,000	472,135,000	7,458,781	616,275,000	701,645,000	12,476,156	1,157,306	—
Belgium	543,060,000	581,330,000	7,291,933	567,455,000	618,165,000	11,610,387	—	—
Russia	308,655,000	196,605,000	7,953,544	363,060,000	280,000,000	11,735,951	1,338,738	405,000
United States	716,183,000	692,320,000	24,249,162	1,050,994,000	764,730,000	32,495,355	1,157,306	—
Spain	144,435,000	162,240,000	17,777,137	214,975,000	181,910,000	21,023,631	1,968,017	291,571
Austria-Hungary	280,385,000	236,905,000	12,519,937	319,270,000	314,690,000	21,663,251	1,740,000	306,252

COMMERCE OF THE SUEZ CANAL IN 1898.

FLAG.	No. of Vessels.	Total Gross Tonnage.
British	2,295	8,691,092
German	356	1,353,161
French	221	891,641
Dutch	193	526,478
Austro-Hungarian	85	300,251
Japanese	46	261,601
Russian	48	243,381
Spanish	49	232,358
Italian	74	208,418
Norwegian	47	109,708
Turkish	54	83,540
Danish	8	30,228
Egyptian	10	15,795
Chinese	4	6,180
American	4	3,161
Greek	2	1,941
Roumanian	1	1,703
Swedish	2	1,920
Portuguese	3	605
Argentine	1	450
Total	3,503	12,962,622

It is thus seen that 65.5 per cent. of the total number of vessels, and over 67 per cent. of the tonnage, sailed under the British flag; while the German flag covered a little over 10 per cent. of both ships and tonnage. French vessels represented over 6.5 per cent., and Dutch vessels over 5 per cent. of the total number of ships, and the former over 6 per cent., and the latter over 4 per cent. of the tonnage. The remaining 13 per cent. of both the number of ships and the total tonnage was divided among sixteen different nationalities.

NUMBER OF VESSELS OF DIFFERENT NATIONALITIES ENTERING PORTS NAMED IN 1898.

(IN 1000 OF TONS.)

FLAG.	Hong Kong Entered and Cleared.	All ports of India Entered.	Singapore Entered.	Shanghai Entered.	Yokohama Entered.
British	7,456	1,984	2,885	1,492	433
American	231	2	9	23	40
French	314	50	118	59	28
German	1,486	123	273	192	90
Italian	28	25	119	..	6
Austrian	51	60	27	..	..
Dutch	12	11	1,207	..	2
Norwegian	410	56	68	67	25
Spanish	6	..	19	..	..
Danish	137	4	17	..	..

TONNAGE OF VESSELS OF DIFFERENT NATIONALITIES ENTERING PORTS NAMED IN 1898.

(IN 1000 OF TONS.)

FLAG.	Hong Kong, Entered and Cleared.	India, Entered.	Singapore, Entered.	Shanghai, Entered.	Yokohama, Entered.
Total	17,265	3,917	4,144	3,912	7,715
British	8,705	3,124	2,594	2,141	945
American	179	3	8	58	89
French	351	60	216	114	59
German	1,789	198	445	283	183
Italian	39	51	57	..	..
Austrian	132	127	67	..	15
Dutch	17	8	347	..	2
Norwegian	377	53	77	69	34
Spanish	2	..	42	..	..
Danish	86	2	25	..	..

TOTAL MERCHANT MARINE OF THE UNITED STATES.

INCLUDING VESSELS ENGAGED IN COASTING AND LAKE TRADE.

YEAR.	Total Tons.	YEAR.	Total Tons.
1789	201,562	1825	1,423,111
1790	478,377	1830	1,191,776
1791	502,146	1835	1,824,941
1792	564,457	1840	2,180,764
1793	502,764	1845	2,417,002
1794	628,618	1850	3,535,454
1795	747,965	1855	5,212,001
1796	831,900	1860	5,353,868
1797	876,912	1865	5,096,782
1798	868,328	1870	4,246,597
1799	939,408	1875	4,853,732
1800	972,492	1880	4,068,034
1805	1,104,367	1885	4,265,934
1810	1,421,783	1890	4,424,497
1815	1,368,128	1895	4,635,960
1820	1,280,167	1899	4,864,238

SHIPBUILDING IN THE UNITED STATES.

FISCAL YEAR.	NO.	TONS.
1860	1,071	214,798
1865	1,788	383,806
1870	1,618	276,953
1875	1,301	297,639
1880	902	157,410
1885	920	159,056
1890	1,051	294,123
1895	694	111,602
1899	1,273	300,038

COMMERCE OF THE UNITED STATES, 1790-1899.

FISCAL YEAR,	Imports.	Exports.	Total Trade.
1790	\$23,000,000	\$20,205,156	\$43,205,156
1791	29,200,000	19,012,041	48,212,041
1792	31,500,000	20,753,098	52,253,098
1793	31,100,000	26,109,572	57,209,572
1794	34,600,000	33,043,725	67,643,725
1795	69,756,268	47,989,872	117,746,140
1796	81,436,164	58,574,625	140,010,789
1797	75,379,406	51,294,710	126,674,116
1798	68,551,700	61,327,411	129,879,111
1799	79,069,148	78,665,522	157,734,670
1800	91,252,768	70,971,780	162,224,548
1805	120,600,000	95,566,021	216,166,021
1810	85,400,000	66,757,970	152,157,970
1815	113,041,274	52,557,753	165,599,027
1820	74,450,000	69,691,669	144,141,669
1825	96,340,075	99,535,388	195,875,463
1830	70,876,920	73,849,508	144,726,428
1835	149,895,742	121,693,577	271,589,319
1840	107,141,519	132,085,946	239,227,465
1845	117,254,564	114,646,606	231,901,170
1850	178,138,318	151,898,720	330,037,038
1855	261,468,520	275,156,846	536,625,366
1860	362,166,254	400,122,296	762,288,550
1865	248,555,652	233,672,529	482,228,181
1870	462,377,587	450,927,434	913,305,021
1875	553,906,153	605,574,853	1,159,481,006
1880	760,989,056	852,781,577	1,613,770,633
1885	620,769,652	784,421,280	1,405,190,932
1890	823,286,735	909,977,104	1,733,263,839
1895	788,565,904	921,301,932	1,709,867,836
1899	697,116,854	1,227,205,419	1,924,322,273

1899 (calendar year): Imports, \$798,845,571; exports, \$1,275,499,671. Total, \$2,074,345,242.

COMMERCE OF THE UNITED STATES, 1790-1899.



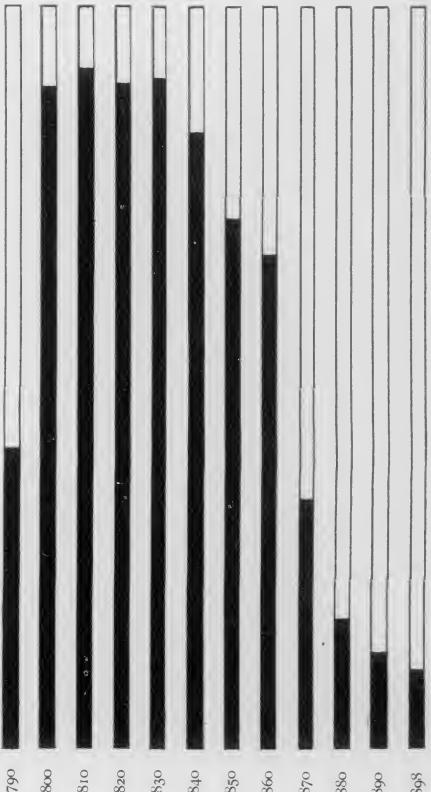
VALUE OF FOREIGN CARRYING TRADE OF THE UNITED STATES IN AMERICAN AND FOREIGN VESSELS, RESPECTIVELY, FROM 1860 TO 1898, INCLUSIVE.

IMPORTS INTO THE UNITED STATES.

EXPORTS FROM THE UNITED STATES.

Year ending June 30.	BY SEA.			Per Cent in American Vessels.	Per Cent in Foreign Vessels.	Total.	BY SEA.	In American Vessel.	In Foreign Vessel.	Total.	Per Cent in American Vessels.
	In American Vessels.	In Foreign Vessels.	Total.					\$279,682,992	\$121,039,394		
1860	\$228,164,855	\$134,001,399	\$362,166,254	63.0	36.0	\$400,122,296	70.0				
1865	74,385,116	174,170,536	248,555,652	29.9	70.1						
1870	153,257,077	309,140,510	462,377,587	33.1	66.9	355,857,344	26.1				
1875	157,872,726	382,949,568	540,822,294	29.2	70.8	329,796,978	37.7				
1880	149,371,368	503,494,913	652,812,281	22.9	77.1	658,24,015	23.8				
1885	112,864,053	443,513,801	556,377,853	20.3	79.7	529,819,392					
1890	124,948,948	623,740,100	748,689,048	16.7	83.3	770,770,521					
1895	108,229,615	590,538,362	698,767,977	15.5	84.5	824,878,782	9.4				
1898	93,555,867	492,086,003	585,621,870	16.0	83.9	757,635,411	8.2				
						67,792,150	1,090,406,476				
								1,158,638,626			
									5.9		

PROPORTION OF AMERICAN FOREIGN TRADE
IN AMERICAN SHIPS, 1790-1898.



The shaded portion represents the proportion of trade carried in American ships; the outline portion the proportion carried in foreign ships.

RISE AND FALL OF THE AMERICAN MERCHANT
MARINE.

YEAR.	Foreign Trade Shipping.	Shipping Per Capita.	Commerce Per Capita.	Proportion of American Carriage in Foreign Trade.	
	Tons.	Cubic Feet.	Dollars.	Im- ports.	Ex- ports.
1789	123,893	3.64	14.00	17.5	30
1790	346,254	9.75	12.17	41	49
1791	363,110	9.81	13.03	58	52
1792	411,438	10.55	13.39	67	61
1793	367,734	8.96	13.95	82	77
1794	435,863	10.32	15.91	91	86
1795	529,471	12.03	26.76	92	88
1796	579,733	12.53	32.28	94	90
1797	597,771	12.45	27.54	92	88
1798	603,376	12.06	26.01	91	87
1799	657,142	12.63	30.33	90	87
1800	657,107	12.33	30.04	91	87
1805	744,224	11.81	34.31	93	89
1810	981,019	13.43	20.84	93	90
1815	851,295	10.05	19.47	77	71
1820	583,957	5.95	14.70	90	89
1825	665,499	5.88	17.33	95.2	89.2
1830	537,563	4.15	11.14	93.6	86.3
1835	788,173	5.32	18.25	90.2	77.3
1840	763,838	4.48	14.05	86.6	79.9
1845	901,476	4.54	11.65	87.3	75.8
1850	1,439,694	6.23	14.28	77.8	65.5
1855	2,349,358	8.63	19.72	77.3	73.8
1860	2,379,396	7.58	24.27	63	69.7
1865	1,518,350	4.36	17.36	29.9	26.1
1870	1,448,846	3.76	25.76	33.1	37.7
1875	1,515,598	3.48	28.00	29.2	23.7
1880	1,314,402	2.62	32.27	22.7	13.7
1885	1,262,814	2.23	24.34	20.3	13.7
1890	928,062	1.47	26.30	16.7	9.4
1895	822,347	1.18	22.11	15.11	8.2
1898	726,213	.99	24.16	16	5.9

CURRENT ANNUAL EXPENDITURE IN AID OF
MERCHANT SHIPPING.

COUNTRIES.	Amount.
France	\$7,632,242
Great Britain	5,851,525
Japan	3,492,107
Italy	2,185,266
Germany	1,894,620
Austria-Hungary	1,721,249
Spain	1,629,927
Russia	1,371,187
Netherlands	259,971
Norway	136,948
Denmark	82,455
Portugal	63,300
Sweden	31,844
Grand Total	\$26,355,641
United States (1899)	\$998,211

UNITED STATES TONNAGE EMPLOYED IN
FOREIGN TRADE, 1790-1898.



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Exhibits of natural products of other countries, of possible value in American industries	250,000
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